

STAFF REPORT



MEETING DATE:	2/24/15
SUBJECT:	Correspondence
AGENDA ITEM:	6-6
STAFF CONTACT:	Janie Coffman, Executive Assistant

Attached is correspondence determined to be of interest to the board of directors:

- December 15, 2014, letter from US DOT, Federal Highway Administration, approving the 2015 Federal Statewide Transportation Improvement Program (includes SRTA 2015 FTIP).
- December 16, 2014, letter from SRTA to Tracey Frost, Caltrans office of Multimodal System Planning, regarding the preliminary 2015 Interregional Transportation Strategic Plan.
- December 18, 2014, letter from SRTA to Glen Campora, Department of Housing and Community Development, regarding SRTA Board of Directors' elect to adopt a four-year RTP update cycle.
- January 13, 2015, letter from SRTA to Professor Steven Spears, University of Iowa, regarding SRTA's activity-based travel demand model (ShastaSIM).
- January 20, 2015, letter from SRTA to Bill Walker, Shasta County Department of Resource Management, regarding Moody Flats Quarry Project Draft Environmental Impact Report.
- January 22, 2015, letter from SRTA to the Department of Transportation regarding formal amendment number two to the Shasta County 2015 Federal Transportation Improvement Program (FTIP).
- January 26, 2015, letter from the Department of Transportation approving formal amendment number two to the Shasta County 2015 Federal Transportation Improvement Program (FTIP).

Daniel S. Little, AICP, Executive Director



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

December 15, 2014

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008

In Reply Refer To:
HAD-CA

Ms. Rachel Falsetti
Chief, Division of Transportation Programming
California Department of Transportation
1120 N Street
Sacramento, CA 95814

SUBJECT: Approval of the 2015 Federal Statewide Transportation Improvement Program *

Dear Ms. Falsetti:

We have completed our review of California's proposed 2014/15 - 2018/19 Federal Statewide Transportation Improvement Program (2015 FSTIP) and Statewide and Metropolitan Planning Certifications and related supporting documentation submitted by the California Department of Transportation (Caltrans) on November 15, 2014. The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) approve the 2015 FSTIP and and this approval supersedes California's 2013 FSTIP and all subsequent amendments to the 2013 FSTIP that were approved by the FHWA and FTA on or after December 14, 2012.

Section 450.218 of Title 23, Code of Federal Regulations, requires the State to submit the updated FSTIP concurrently to the FTA and the FHWA at least every four years for joint approval. California's proposed 2015 FSTIP includes the project and project phase listings for proposed transportation projects located outside the planning area boundaries of the the State's designated Metropolitan Planning Organizations (MPOs). California's proposed 2015 FSTIP also incorporates, by reference, those projects included in 2015 Federal Transportation Improvements Programs (FTIPs) that were adopted in 2014 by the eighteen designated MPOs in California. This approval includes the eight MPO 2015 FTIP Amendments adopted prior to the FSTIP public review period.

The FHWA and the FTA have completed the air quality conformity determinations required by 23 CFR 450.216(b) for the MPO FTIPs in areas of the State designated as nonattainment or maintenance for national ambient air quality standards (NAAQS).

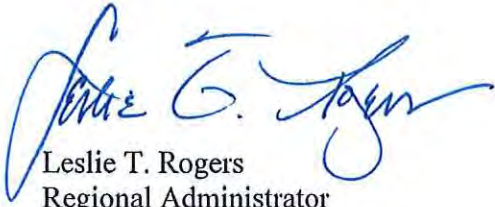
Based on our review of the information submitted with the State's proposed 2015 FSTIP, including revenue and proposed project funding information required to demonstrate financial constraint, and documentation for statewide and metropolitan planning process in support of California's Statewide Planning Certification, we are approving the 2015 FSTIP as proposed.

Any project or project phase listed in a MPO FTIP that is not included in the MPO's Regional Transportation Plan, is not approved for inclusion in the FSTIP pursuant to 23 CFR §§450.216(k) and 450.324(g).

Our FSTIP approval action includes project listings that indicate no funds are proposed for obligation during the four-year program period from 2014/15 to 2018/19. These projects and project phases cannot be advanced to implementation without an action by the FHWA and the FTA on the FSTIP pursuant to 23 CFR 450.216(l) and 450.328(e). Further, project or project phase funding included in the 2015 FSTIP that is listed/proposed for obligation outside the four year program cycle is accepted by the FHWA and the FTA as 'informational' in accord with 23 CFR §§450.216(a) and 450.324(a).

We are approving the 2015 FSTIP with the understanding that the eligibility of individual projects for funding is subject to the applicant's satisfaction of all FHWA and FTA funding requirements. This joint FHWA and FTA approval of the FSTIP does not constitute an eligibility determination for the federal funds proposed for obligation on the listed projects. If you have questions or need additional information concerning our approval of the 2015 FSTIP, please contact Wade Hobbs in the FHWA California Division office at (916) 498-5027, or by email at Wade.Hobbs@dot.gov; or Ted Matley in the FTA Region IX office at (415) 744-2590, or by email at Ted.Matley@dot.gov.

Sincerely,



Leslie T. Rogers
Regional Administrator
Federal Transit Administration



For
Vincent P. Mammano
Division Administrator
Federal Highway Administration

* The Federal State Transportation Improvement Program (FSTIP) incorporates, by reference, all of the state's regions' Federal Transportation Improvement Programs (FTIPs) .

cc: (email)

Ray Sukys, FTA Region IX

Ted Matley, FTA Region IX

Karina O'Connor, EPA Region IX (OConnor.Karina@epa.gov)

Cari Anderson, CARB (Cari.Anderson@arb.ca.gov)

Muhaned Aljabiry, Caltrans OFTMP (Muhaned.Aljabiry@dot.ca.gov)

Fardad Falakfarsa, Federal Resources Office (Fardad.Falakfarsa@dot.ca.gov)

Garth Hopkins, Caltrans ORIP (Garth.Hopkins@dot.ca.gov)

Bureau of Indian Affairs, Pacific Region Roads Engineer

All California MPOs (18)

Jack Lord, FHWA

Jermaine Hannon, FHWA CADO

Christina Leach, FHWA NVDO

cc:

2015 FSTIP Binder

WEH/



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E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

December 16, 2014

Tracey Frost, System Planning Branch Chief
Caltrans Office of Multimodal System Planning
Division of Transportation Planning, MS#32
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Preliminary 2015 Interregional Transportation Strategic Plan Comments

Dear Ms. Frost:

Thank you for the opportunity to provide input on the development of the 2015 Interregional Transportation Strategic Plan (ITSP). Shasta Regional Transportation Agency (SRTA) staff was able to attend your November 12, 2014, webinar, as well as your November 17, 2014, Redding workshop. Making the remote geographic areas' participation in the upcoming update more convenient was very much appreciated.

With respect to the ITSP survey, there's been some initial conversation among rural north state entities that the survey does not seem to acknowledge the previous dedication of the ITSP to the Priority Interregional Corridors (Focus Routes). As these ten Focus Routes were identified for highest priority completion to minimum facility standards to "assure a statewide trunk system is in place and complete for higher volume interregional trip movements," now is perhaps an opportunity to re-commit to the unfinished business of their upgrade. These routes, together with less urbanized components of the interstate system, are the backbone of interregional goods movement and travel within the state and nation.

While it is important to recognize alternative modes like bicycling and daily commute patterns in the ITSP, it's important the ITSP maintain its commitment of limited Interregional Improvement Program (IIP) funds to improvements that truly serve interregional travel and goods movement. No other fund sources are dedicated to these needs, particularly in rural areas. Regional agencies that are willing to dedicate their Regional Improvement Program (RIP) funds to the interregional system should be given

higher consideration for IIP funds. State and regional partnerships such as these are what the legislature had in mind with Senate Bill (SB) 45.

Further, let's not lose sight that SB 45 requires the IIP to include a specific minimum guarantee of funds (60% of the IIP funding) to be programmed in non-urbanized areas and for intercity rail connections. Sections 164.10 to 164.20 of the Streets and Highway Code outline routes eligible for IIP funding. It's important to note that this includes interstates, in addition to focus routes. With new statewide modeling capabilities and user data from mobile devices, the timing is ideal to identify and focus on those portions of eligible routes that have the highest proportion of interregional travelers and goods movement, as opposed to routes predominantly used by day-to-day commuters. Encouraging and accommodating long daily commutes with state investments runs counter to sustainability goals in SB 375.

Please be aware that as the 2015 ITSP update proceeds, SRTA may have additional comments. Again, thank you for Caltrans' recent efforts to gain input on development of the 2015 ITSP. Please do not hesitate to contact me at 530-262-6191, or dlittle@srta.ca.gov, if you have questions regarding the above comments.

Sincerely,



Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/KKU/jac

C: Paul Smith, Rural County Representatives of California
Lisa Davey-Bates, Chair, North State Super Region



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Daniel S. Little, Executive Director

December 18, 2014

Mr. Glen A. Campora, Assistant Deputy Director
Department of Housing and Community Development
Housing Policy Division
2020 West El Camino Avenue
Sacramento, CA 95833

Subject: SRTA Board of Directors' Elect to Adopt a Four-year RTP Update Cycle

Dear Mr. Campora:

On December 9, 2014, the Shasta Regional Transportation Agency (SRTA) Board of Directors considered and elected to adopt a four-year Regional Transportation Plan (RTP) update cycle – starting in 2018. This letter serves as our notice to you regarding this decision, as required under Government Code 65080(b)(2)(M). The staff report is attached for your reference.

Based on your August 29, 2014, letter and follow-up discussions the following schedule now applies:

- April 2015 – SRTA adopts 2015 RTP (tentative)
- April 2018 – SRTA updates RTP
 - Future RTP updates occur every four years thereafter
- Summer 2019 – Cities/County adopt new Housing Elements
 - Future updates occur every eight years thereafter

It is our understanding that the above schedule meets the intent of the legislative changes made by Senate Bill 375 to better align housing and transportation planning. SRTA would meet the "three year RTP update" requirement by updating our 2015 RTP in 2018. Then the four-year update cycle would begin in 2018. All local agencies in Shasta County will move to an eight-year General Plan Housing Element update cycle, starting with the next housing element update cycle in 2019. They would have 18 months from the time SRTA adopts the 2018 RTP to update their housing elements.

SRTA posted the required 30-day public notice (attached) on November 7, 2014, mailed letters to the respective local agencies, and conducted a public hearing at the December 9, 2014,

meeting. SRTA received letters of support from all four local agencies for this action based on the scheduled described above.

SRTA looks forward to working with you in the future as we transition to the new RTP and housing element update cycles. If you have any questions or concerns please contact Sean Tiedgen, AICP, Associate Transportation Planner at (530) 262-6190 or by email at stiedgen@sрта.ca.gov.

Sincerely,



Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/SMT

Cc: Carla Thompson, AICP, Development Services Director, City of Shasta Lake
Kent Manuel, Planning Manager, City of Redding
Kristen Maze, Development Services Director, City of Anderson
Richard W. Simon, AICP, Director of Resource Management, Shasta County

Attachment: Agenda Item #9 from SRTA Board of Directors' December 9, 2014, Meeting
November 7, 2014 Record Searchlight Certificate of Publication



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Daniel S. Little, Executive Director

January 13, 2015

Mr. Steven Spears, Assistant Professor
School of Urban and Regional Planning
349 Jessup Hall
University of Iowa
Iowa City, IA 52242

Subject: ShastaSIM Data Request

Dear Professor Spears:

Thank you for your interest in using SRTA's activity-based travel demand model (ShastaSIM) as an instructional aid for your classes.

In response to your completion of a travel demand model data request form, enclosed is a DVD copy of ShastaSIM (v1.0) for your educational use, which includes all model files and a copy of the user guide. Please ensure to read the "README.txt" file with regards to model skim files. Additional documentation, including the model development report, is available on our website at <http://www.srta.ca.gov/174/Travel-Demand-Modeling>.

If you have any questions, concerns or would like to share how you and your students are using ShastaSIM in your classes, please contact me at (530) 262-6185 or by email at stiedgen@srta.ca.gov.

Sincerely,

A handwritten signature in black ink, reading "Sean Tiedgen", is written over a horizontal line.

Sean Tiedgen, AICP, Senior Transportation Planner
Shasta Regional Transportation Agency (MPO)

SMT/jac

Enclosure: DVD of SRTA's ShastaSIM Activity-based Model (v1.0) – July 2014



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Daniel S. Little, Executive Director

January 20, 2015

Shasta County Department of Resource Management
Planning Division
Attn: Bill Walker, AICP, Senior Planner
1855 Placer Street, Suite 103
Redding, CA 96001

Subject: Comments on Moody Flats Quarry Project Draft Environmental Impact Report

Dear Mr. Walker:

Thank you for the opportunity to comment on the Moody Flats Quarry Project. Shasta Regional Transportation Agency is statutorily responsible for inter-jurisdictional coordination, planning, and funding for regional transportation needs. As such, this letter focuses on project impacts as they relate to the regional transportation network.

1. We raise concern regarding the thresholds of significance, particularly on cumulative impacts on freeway and roadway segments where the DEIR is unclear. It appears, the DEIR is saying that if a freeway or roadway segment is already congested (level of service D, E, or F), a project's impacts would only be considered significant if the effect on the volume to capacity (V/C) ratio is $>5\%$ ¹. Please clarify. If this is the case, any project could add up to 310 vehicle trips per hour in one direction on Interstate 5 and the impact would not be considered significant. To illustrate, only a couple of projects approved in the last decade within the region would meet the 5% standard triggering fair-share mitigation. If all lead agencies in the region used the 5% standard, we would have no way to build needed improvements as the region grows. It is well-documented that standard gas taxes are not keeping pace with needs attributable to growth. The 5% threshold of significance should be lowered to 1% in closer keeping with standard practice.
2. The project's impacts to pavement conditions are acknowledged by the DEIR, but not mitigated. The sole guaranteed financial mitigation is a three-cent per ton fee applicable to 1,400 feet of county roadway servicing the project's main entrance. At a maximum production of 500,000 tons per year, this fee would generate \$15,000 annually, which falls well short of all traffic impacts identified. Of the few localized

¹ DEIR, Page 3.12-23

impacts identified, a proportional share of mitigation for impacts to intersections and other facilities is proposed, but then dismissed since there is no guarantee that the improvements will be made.

This approach of 'fee-free without a guarantee' that the mitigating project will be built is relatively untested in CEQA and the vast majority of transportation system needs attributable to new development would never be built. We urge the county of Shasta and all lead agencies in the region to collect appropriate fair share impact fees upon project approval, regardless of CEQA findings. Without appropriate transportation impact fees, current taxpayers will be left to endure driver delays and rougher roads, and ultimately foot the bill for improvements once conditions become unbearable. The Draft 2015 Regional Transportation Plan's 20-year estimate of unfunded or deferred roadway maintenance of nearly \$212 million and the statewide 10-year estimate for rehabilitation and maintenance costs of \$341.1 billion highlight the severity of the problem at hand.

A program of needed transportation projects and a pathway to funding are found in the 2011 Shasta Metropolitan Improvement Program and in local roadways maintenance programs. As noted in the Caltrans' comment letter dated December 16, 2014, there are numerous tools available for assessing impact fees beyond the jurisdiction where the Project is located.

It is recommend that the lead agency, rather than waive mitigation measures, collect appropriate fees for identified impacts by way of a tonnage fee or a one-time, up-front mitigation fee.

3. The DEIR refers to a Congestion Management Agency. Please note that no such agency exists in the region.

Thank you again for the invitation to comment. We look forward to working with you to ensure a pay-as-you-go approach for this and all projects.

Sincerely,


Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/DTW/jac

C: Marcelino Gonzales, Caltrans District 2
Carla Thompson, City of Shasta Lake



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Daniel S. Little, Executive Director

January 22, 2015

Mr. Muhaned Aljabiry, Chief
Department of Transportation
Office of Federal Transportation Management Program, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001

Attention: Abhijit Bagde, SRTA FTIP Liaison

Subject: Formal Amendment No. 2 to the Shasta County 2015 Federal Transportation
Improvement Program (FTIP)

Dear Mr. Aljabiry:

With the delegation authority provided me by the Shasta Regional Transportation Agency (SRTA) Board of Directors (per attached SRTA Resolution #13-14, dated December 10, 2013), I hereby approve Formal Amendment No. 2 to the 2015 Federal Transportation Improvement Program (FTIP) for forwarding to Caltrans for review and recommendation of approval to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The amendment is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As amended, the 2015 FTIP is financially constrained and the attached financial summary confirms that funding is available. Additionally, the amendment is consistent with the Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

The amendment complied with SRTA's adopted Public Participation Plan, with review running from January 5, 2015, through January 20, 2015. A request to switch the Environmental Protection Agency air quality descriptions for two grouped project listings (the Highway Bridge Program and the Highway Safety Improvement Program) was received and accepted due to the minor, administrative nature of the request.

This amendment updates several grouped project listings revised since preparation of the 2015 FTIP, or amended at Caltrans request. Formal Amendment No. 2 adds, or revises, the following projects as separate line items:

- **Social Service Transit Vehicles and Equipment (CTIPS ID No. 211-0000-0061)** – This amendment zeros out Federal Transit Administration (FTA) Section 5310 funding for the elderly and those with disabilities upon the request of Caltrans, Headquarters Programming. SRTA staff traditionally projected an amount available to the region of this discretionary fund source and would correspondingly program it into the FTIP. Since the fund source is discretionary, SRTA has been directed to add the funding to the FTIP only at the time of fund award. Therefore, this amendment deletes the project listing as there is no longer funding in the four-year FTIP period.
- **Grouped Projects for Safety Improvements – SHOPP Roadway Preservation Program (CTIPS ID No. 211-0000-0078)** – This amendment programs \$12.113M of new funding in Fiscal Year (FY) 2017/18 for a 3.3 mile State Route (SR) 273 road maintenance/rehabilitation project.
- **Grouped Projects for Bridge Rehabilitation and Reconstruction - Highway Bridge Program (CTIPS ID No. 211-0000-0083)** – This amendment makes programming adjustments for the grouped project list, including deferring spending from FY 2014/15 to FY 2016/17, and increasing spending in FY 2018/19—an outlying year of the existing four-year FTIP. The list of HBP projects was updated by Caltrans, Headquarters on October 29, 2014. Additionally, the EPA air quality exempt category description has been switched for the Highway Safety Improvement Program (HSIP) one, based on interagency review and comment.
- **Grouped Project for Safety Improvements – Highway Safety Improvement Program (HSIP) (CTIPS ID No. 211-0000-0093)** – This amendment revises programming for HSIP-related projects, as included in the attached HSIP grouped project listing table, updated by Caltrans on November 21, 2014. The predominant revisions include advancing, by one year, several county of Shasta projects. Additionally, the EPA air quality exempt category description has been switched for the HBP one, based on interagency review and comment.
- **Grouped Projects for Safety Improvements – Safe Routes to School Program (SRTS) (CTIPS ID No. 211-0000-0095)** – This amendment adds a new Active Transportation Program (ATP), \$500,000 funding award to SRTA / Shasta County Health and Human Services Agency for a Safe Routes to School Program, beginning in FY 2015/16, within three school districts: Cascade Union, Redding, and Shasta Union High School.
- **Grouped Projects for Bicycle and Pedestrian Facilities in Shasta County (CTIPS ID No. 211-0000-0115)** – This amendment adds a new grouped project listing which initially includes the city of Redding Placer Street Improvements project, funded in FY 2015/16 with \$2.296M of Alternative Transportation Program (ATP) funds with \$297K local match.

With this transmittal, SRTA 2015 FTIP Formal Amendment No. 2 is being provided directly to Caltrans. An electronic copy will be transmitted to Caltrans, FHWA, and FTA. The approved amendment will be posted to the SRTA website at <http://www.sрта.ca.gov>. Please recommend this formal amendment for approval.

Please do not hesitate to contact senior transportation planner Kathy Urlie at (530) 262-6194, or kurlie@srta.ca.gov, if you have questions.

Sincerely,



for Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/KKU/jac

Attachments: SRTA Resolution Number 13-14 -- Delegation Authority for Formal FTIP Amendments
Current and Prior Programming Pages
Grouped Project Listing Tables
Summary of Changes
Financial Tables

C: Wade Hobbs – FHWA, CA Division
Hymie Luden – FTA, Region 9
SRTA Board of Directors
Scott Wahl – County of Shasta
Chuck Aukland – City of Redding

Wendy Lonnberg – Caltrans, District 2
Rick Somers – Caltrans, District 2
Jan Meyer – Caltrans, District 2
Shellisa Moore, Shasta County HHSA
Debbie McClung, SSNP

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PROGRAMMING
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*Serious drought!
Help Save Water!*

January 26, 2015

Mr. Vincent P. Mammano
Division Administrator
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

Mr. Leslie T. Rogers
Regional Administrator
Federal Transit Administration
201 Mission Street, Suite 1650
San Francisco, CA 94105

Attention: Mr. Jermaine Hannon

Attention: Mr. Ray Sukys

Dear Mr. Hannon and Mr. Sukys:

The California Department of Transportation (Caltrans) has completed the review of the following amendment to the Shasta County Regional Transportation Agency's (SRTA) 2014/15 - 2017/18 Federal Transportation Improvement Program (FTIP):

- | <u>No.</u> | <u>Description</u> |
|------------|--|
| 2 | State and Local Elements <ul style="list-style-type: none">This amendment modifies and programs projects in the SRTA region. It includes projects with funding from the Active Transportation Program, State Highway Operation and Protection Program, Safe Routes to School Program, Highway Bridge Program, and the Highway Safety Improvement Program. |

See enclosure.

The updated programming is for projects in air quality attainment area that is exempt from the conformity determination requirement. SRTA has certified that this FTIP amendment is financially constrained, and meets the requirements of public involvement procedures per SRTA's Public Participation Plan.

Pursuant to the authority delegated to me by the Director of Caltrans, I approve SRTA's Amendment No. 2. I also recommend that the Federal Highway Administration and the Federal Transit Administration approve this FTIP amendment for inclusion into California's 2015 Federal Statewide Transportation Improvement Program (FSTIP). Approval of this amendment does not constitute an eligibility determination of project for federal funding.

Mr. Vincent P. Mammano/Mr. Leslie T. Rogers
January 26, 2015
Page 2

Please address any questions on this FSTIP approval request to Abhijit Bagde of my staff, at (916) 654-3638.

Sincerely,



for BRUCE DE TERRA
Acting Chief
Division of Transportation Programming

Enclosures

c: Karina OConnor - EPA Office of Air Planning (w/enclosure)
Daniel S. little - Shasta County Regional Transportation Agency
Kathy Urlie - Shasta County Regional Transportation Agency